

CLASSIFICATION SECRET
NOFORNCOUNTRY East Germany REPORTTOPIC Jueterbog Airfield

EVALUATION

PLACE OBTAINED

50X1-HUM

DATE OF CONTENT

DATE OBTAINED DATE PREPARED 24 January 1955

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

50X1-HUM

1. Air Activity at Jueterbog airfield between 3 and 17 December 1954.

50X1-HUM

There was still very little air activity by swept-back jet fighters. Mainly elements of two aircraft were seen aloft for about 25 minutes. At least one U-MiG-15 was involved in each flight. Aircraft flew with the aircraft from the northern hangars and with the aircraft from the western hangars. Noteworthy was the observation that the two-seater aircraft were employed more frequently than the one-seater planes and that one of the two-seater aircraft repeatedly formed an element of two with a one-seater plane. On the last days of observation, it appeared as if the elements of two aircraft flew in a slightly more spread out formation than they had on the other days. MiG-15s and U-MiG-15s repeatedly made touch and go on the runway and before finally landing. It was never observed that local flights were made with extended landing gear.

3 December. Beginning at 0900, 18 MiG-15s or U-MiG-15s were towed from the northern hangars to the eastern end of the runway. The aircraft took off and made flights of 20 to 25 minutes duration heading toward Markendorf. Two aircraft took off at the same time. At a distance of 500 to 800 meters, another 2 MiG-15s or U-MiG-15s followed. The two elements of two flew separately. The landings were made individually. After the landings of these aircraft, the next 4 planes took off and repeated the same procedure. At about 1300, air activity was discontinued.

50X1-HUM

4 December. Beginning at 0930, there was air activity by 3 MiG-15s and 1 U-MiG-15. The aircraft taxied under their own power to the eastern end of the runway and took off in elements of two. They circled once over the field. Each aircraft took off five times.

When air activity was discontinued, all 4 aircraft taxied back to the western hangars.

10 December. At 1400, 2 MiG-15s or U-MiG-15s taxied from the western hangar to the runway and took off at an interval of 5 minutes. They remained aloft for 25 minutes.

11 December. No air activity was observed.

50X1-HUM

SECRET

50X1-HUM

-2-

14 December. Between 0900 and 1630, there was air activity by the MiG-15s or U-MiG-15s from the northern hangars. The aircraft flew individually and in elements of two at very high altitudes. The following practices were observed: After the take-off, aircraft circled several times over the field while flying individually and served as targets for AA which performed aiming practices. Subsequently, the aircraft landed. MiG-15s or U-MiG-15s also flew in elements outside of the range of visibility. During the landing procedure, one plane circled another time over the field and served as target for AA guns.

15 December. From 1000 to 1300 and 1500 to 1800, there was air activity by MiG-15s and U-MiG-15s from the western hangars. There was a closed ceiling at an altitude of about 500 meters, hazy weather and visibility of 4 to 5 km. The aircraft flew individually, in elements of two and formations of four. They usually headed toward Markendorf. Individual MiG-15s or U-MiG-15s made low-level attacks at AA gun emplacements while the AA guns conducted aiming practices. During the low-level attacks the aircraft approached the AA gun emplacement in gliding flight from an altitude of about 300 meters and, after being attacked by the AA guns, climbed steeply into the clouds.

16 December. No air activity was observed.

17 December. There was no air activity. Maintenance and overhauling work was being done on the aircraft parked in front of the hangars. Five men worked on the rudder assembly of a MiG-15 or U-MiG-15 among the aircraft parked in front of the northern hangars. Lubricating work was apparently under way on the landing gear of another aircraft where 5 men equipped with cans worked on the nosewheel landing gear and on the landing gear under the wings. The number on the aircraft could not be observed since the front compartment was covered with a greasy tarpaulin.

The aircraft of the alert formation were apparently changed only once a week. The engines of the 4 or 5 aircraft were individually started and raced up for 3 to 5 minutes at about 0700 and from 1700 to 1800. Subsequently, the aircraft were again covered with tarpaulins.¹

2. Radio and radar installations.

No changes were observed on the radio and radar installations at the field, except for the Adcock DF station at Blanker Teich where a wooden hut was being erected between the 4 masts. A short rod antenna was on the roof of the hut. The tent which had previously been located nearby was dismantled.²

3. Personnel.

In addition to the old and repeatedly observed pilots, new officers mainly with the rank of sub-lieutenant were seen at the field. The new officers were not yet familiar with the German conditions and apparently had arrived just recently from the USSR. Almost all of the sub-lieutenants were from 20 to 22 years old. They had apparently had close cropped hair a short time before. The lieutenants were 22 to 23 years old and the senior lieutenants seemed to be about 25 to 30 years of age. The higher ranking officers had an average age of about 40. The new officers of the flying personnel wore very clean clothes and behaved fairly well although they had apparently left the USSR for the first time. They displayed a certain pride of their uniform and rank. From this it was assumed that they had been promoted a short time ago.

Chief of the flying personnel no longer was Colonel Gerasimov (fnu) but Colonel Shishibaya (fnu) (phonetic spelling). The ground personnel included many new recruits who were not older than 18 years and had close cropped hair.³ There were many Soviet civilians at the field who were employed as craftsmen, drivers etc.

SECRET

50X1-HUM

50X1-HUM

SECRET/CONTROL - U.S. OFFICIALS ONLY

-3-

4. Training.

The new officers and EM repeatedly received instructions mostly in separate classrooms. The lessons were not attended by the old officers of the flying personnel. They were, however, repeatedly attended by the EM who were stationed at the field for a long period.

The wives of the officers apparently received driver's training on jeeps and sedans. They were repeatedly seen sitting behind the steering wheel of motor vehicles

50X1-HUM

5. Fuel supply.

On 15 December, 4 railroad tank cars were shunted to the fuel dump.

6. Vehicular traffic.

Trucks were repeatedly observed at the field.

50X1-HUM

1. Comment. Jueterbog airfield is still occupied by two fighter regiments. The newly arrived flying personnel received theoretical flight training as had been observed at other airfields. Flights by MiG-15s and U-MiG-15s serving as AA target representations have repeatedly been reported from Jueterbog.

2. Comment. The information on the construction of a wooden hut in the square of the 4 masts of the Adcock DF station near Blanker Teich is received for the first time.

3. Comment. The exchange of personnel during the fall season was observed at almost all airfields in East Germany. Colonel Gerasimov was reported from Jueterbog airfield prior to June 1954. Colonel Shishibaya (phonetic spelling) is reported for the first time.

4. Comment. The information that the wives of the officers are being trained as motor vehicle drivers is received for the first time and appears credible.

NODEX

50X1-HUM

SECRET/CONTROL - U.S. OFFICIALS ONLY